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in the history of New Netherland; indeed the comparison between the methods and mental qualities of Brodhead and of our author would be a close one, though the latter has not quite Brodhead's accuracy of statement, nor all his correctness in bibliographical reference or in proof-reading. On the other hand his picture of the European background of his story is more vivid than Brodhead's, and he does far more to illustrate the financial history of the colonizing company at home and the economic and social history of the colony itself. His bibliographical appendix is remarkably extensive, perhaps in parts too much so, and his appendix of brief biographies of the chief persons involved in his story is a helpful feature, though it causes the excision of much interesting matter from its normal place in his text.

The management of the text presents the dilemma usual in histories of colonies, the division of attention between the two sides of the Atlantic. Dr. Johnson solves it by alternation—first a group of chapters on developments in Sweden, then a group on the events in the Delaware colony, and so on in succession through the chief natural periods of the story. In the former set he describes in a businesslike manner the history of the various Swedish colonizing and commercial companies, surveys Sweden's international politics in that great era carefully but not brilliantly, and sets forth with particular pains the details of that country's social and economic life in the earlier half of the seventeenth century. A wealth of good illustrations helps out this exposition, and it is made to tell very effectively in the valuable chapters on the culture-history of New Sweden. The index is good. It is quite possible to maintain that 900 pages imperial octavo is a good deal for twenty-six years' history of a colony that never numbered five hundred inhabitants. But there are more than a million persons of Swedish descent in the country now, and New Sweden prepared the way in an important degree for the great commonwealth of Pennsylvania, and the story may well be told, once for all, with authoritative fullness. Taking it as it is, the book reflects great credit on the author, on his university, and on the Swedish Colonial Society, which has given substantial aid toward its publication.

J. FRANKLIN JAMESON.

*The Holland Land Company and Canal Construction in Western New York.* (Volume 14 of the Publications of the Buffalo Historical Society. 1910. Pp. xiv, 496.)

No part of this volume contains more that is of potential interest to the readers of the REVIEW than the Rough List of Manuscripts in the Library of the Buffalo Historical Society which occupies pages 423 to 485. Many of the manuscripts are, naturally, of local concern only. But others are of scattered or even of general significance. Thus the fur-trade finds illustration from Ogdensburg to Great Slave Lake, and the

early trade of the Great Lakes from Black Rock to "Chicager". There are also many papers referring to the Indians, and not a few to the Civil War. Perhaps the Holland Land Company's papers, which furnished most of the material for the present volume, and the papers of Millard Fillmore, largely printed in volumes X. and XI. of the society's *Publications*, are of the greatest general interest. But it is difficult to be sure of that because the list is unevenly compiled. Sometimes single letters, and even receipted bills, are separately calendared. In other places "several hundred documents" are covered by one brief entry and "several thousand" are disposed of in four pages. Still the list as a whole confirms the favorable impression which the successive volumes of the society's *Publications* have made concerning its manuscripts, and renders it especially grateful to note here that "the entire collection is classified, catalogued and as readily and freely at the service of students as the books in our library".

The correspondence which gives title to this volume occupies less than half its pages. Joseph Ellicott, local agent of the Holland Land Company at Batavia, is the writer of most of the letters, and his principal correspondent is his chief, Paul Busti, general agent of the Holland Companies in Philadelphia. There are letters also from Governor Clinton, Simeon DeWitt, and various congressmen and canal commissioners, notably Thomas Eddy and Myron Holley. Ellicott's knowledge of the western country, especially exhibited in two detailed reports to DeWitt in 1808 and 1817, seems to have been put at the disposal of the commissioners without much consideration of the company's peculiar interests. In respect, however, of the company's donation of its lands to the state in aid of the construction Ellicott, who always believed the project of the canal feasible, was quite as canny as Busti, who was still insisting in 1817 that "if ever begun it will in no age be completed". As a whole the correspondence throws a welcome light upon the financing as well as the construction of the canal, and it incidentally illuminates many economic phases of the movement of population from New England into western New York.

The student of New York politics, as well as the local historian of the canal towns, may well read the seventy pages containing the gossipy journal of the tour which Colonel William Leete Stone made from New York to Niagara in 1829, but only botanists or geologists will concern themselves with young George W. Clinton's briefer account of his school excursion over the canal in 1826. Almost altogether local are the eighty pages of Black Rock Harbor Papers, 1816-1823, which supplement even ampler materials on the same subject published in earlier volumes.

The editor's notes are not extensive, but they seem to be adequate and accurate. The volume is well printed, well indexed, and well bound. Altogether it is an excellent example of what a live local historical society may do.

C. H. HULL.